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HAMILTON WATERFRONT STUDY
ALTERNATIVE PLAN SCENARIOS

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HAMILTON WATERFRONT STUDY

Alternative Plan Scenarios

PRELIMINARY

URBAN MUNICIPAL

OCT 20 1988

GOVERNMENT DOCUMENTS

COOMBES/KIRKLAND/BERRIDGE

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Introduction

1.1 Introduction

This report contains a description and initial analysis of the three alternative plan scenarios prepared for the Hamilton waterfront. These three scenarios, and their various related sub-options, offer distinctive futures for the study area. They provide the basis for choice of the recommended direction of the selected alternative to be elaborated in the final stage of the study.

The scenarios are essentially differentiated by the level of activity and intensity of use proposed. Many of the individual elements or programs are present in more than one scenario. Indeed, a lower level intensity alternative could, through phasing development of additional elements, become to resemble a higher level scenario. However, for the purposes of assisting choice about the fundamental conceptual direction that might be taken on the lands, the differences between the alternatives have been intentionally exaggerated.

The site also consist of fairly district sub-areas. The three scenarios are indicated in a consistent fashion for all of the sub-areas. In reality, of course, their individual futures could proceed relatively independantly, or be phased at different rates.

1.2 Common Plan Basis

All of the scenarios are based a common assumptions about where within the overall study area the focus of activity and change is most appropriate. For a number of reasons the study has concluded that the major initiatives on the site should take place in the area running from the Lax Property and Pier 4. The other areas of the waterfront, while susceptible to some level of improvement, cannot become the primary focus. The reasons for this concentration are explored below:

o accessibility

The Lax property is the most accessible area of the waterfront from the south and the west. That accessibility can be achieved and improved without major impact on the environment of existing residential or commercial areas, something which is less true for the other sections of the waterfront. Accessibility from the east is more difficult, but that difficulty exists for all areas. Later in the report some proposals are made for improving accessibility from that direction.

o parking

All of the scenarios presented will require a major parking area, although the size of that area varies. There is only one location within the entire waterfront on which a major parking lot can be constructed without major cost or disruption, and that is on the area between Bay St. and the Lax landfill. Smaller parking areas can be developed at other points - in association with Leander and at other locations further to the north. Unless one of the existing uses is removed however none of these areas is large enough to act as back-up for any of the intended scenarios. The study has also concluded that any purely recreational parking be provided in surface lots since no structured or underground parking system is cheap enough to be feasible for such use.

o ownership

The Lax property extending to Pier 4 is in City ownership and thus immediately available. Most of the rest of the waterfront is under the jurisdiction of the Hamilton Harbour Commissioners. They have expressed on several occasions their clear intention to continue the primary use of their lands for shipping, navigation and other marine-related uses. While it is useful to speculate about the potential for and desirability of major land use changes in the area, any such changes will be made at

the initiation of the Harbour Commissioners and not presumably until after the current uses were clearly shown to be no longer needed at this location. While some important changes to land use, accessibility, programming and landscaping can be made in these areas of the site, the fact of City ownership reinforces the focus on the Lax properties.

The study has also not brought forward any alternative which involves simply maintaining the status quo with some minor landscape improvements. All the schemes are based on the principle that it is important to create an urban waterfront edge serving the entire Hamilton region and beyond, and that such an attractive destination cannot be achieved without some fairly major actions on the site. In particular the Lax landfill area is completely uninteresting in terms of its present shape, topography, edge conditions and function and thus appropriate for radical reconfiguration.

1.3 The Three Alternative Scenarios

The next sections describe in detail the recommended program for each of the three alternative scenarios, named for purposes of discussion as the "Waterfront Gardens", "Hamilton Island" and "Harbourplace Hamilton".

Each alternative is described under the following headings:

- Land Reconfiguration
- Major Landscape Features
- Public Buildings
- Waterfront Activities
- Event Programming
- Commercial Development
- Residential Development
- Road System and Parking

Where an element has been discussed in an earlier alternative, it is considered included in a later alternative unless specifically deleted or amended.

Following those descriptions are sections on the anticipated traffic, parking and environmental impacts on the site and their projected economic costs and potential revenues. These latter analyses must at this stage be preliminary, but nonetheless give a good picture of the order of magnitude impacts, costs and benefits for each alternative.

Alternative 1: The Waterfront Gardens

2. THE WATERFRONT GARDENS

2.1 Summary of Concept

The lowest intensity scenario for the site is characterized as the "Waterfront Gardens". This scenario is illustrated in Plan 1. This concept involves the careful landscaping of the Lax property to produce a variety of different garden environments linked along a central boulevard running the length of the site. Each garden would have an international, historic or other theme that would be designed to involve local community and ethnic groups.

This scenario would also incorporate the Crystal Palace, a building principally used as a year-round flower show house, but that also includes restaurants, washrooms and administration space for the entire area. A large lawn would also be created, suitable both for picnics and for the occasional summer festival such as Fest-Italia or Canada Day.

The water's edge would be significantly redesigned from current conditions. The landfill area would be made into an island with a wide channel crossed by a bridge from the major parking area. The north-eastern edge of the landfill area would be cut back and reshaped to provide for good mooring for visiting boats and a possible permanent location for Tall Ships. The western end of the property is reconstructed to create a shallow lagoon and some distinctive new island environments. This lagoon would be programmed for both summer and winter events and designed to freeze well during winter. The lagoon would be serviced by a small restaurant/dance pavilion. Other restaurants would be located around the bridge entrance.

The waterfront would also act as a launch-off point for a number of tour boats. The Gardens would act as a gateway to the Royal Botanical Gardens, and possibly as the start for a tour of Stelco, as well as being the base for restaurant, dancing and charter boat cruises around the harbour. In addition an aerial gondola would take people directly to Dundurn Castle, adding yet another experience to time spent in the Gardens.

The general image of the Waterfront Gardens would be of a very relaxed, low-key, beautiful environment where one could go to stroll, look at the environment and have a picnic, with a limited number of "destination" attractions to add interest to the day. The international gardens would help to tie in the local community in interesting ways that have become extremely popular in other cities. The area would also function as Hamilton's public waterfront and become the place for civic, community and ethnic celebrations. The lagoon restaurant/dance pavilion would become a well known destination.

Key Element
Plan

Description

LAND RECONFIGURATION

- | | | |
|---|--------------|--|
| 1 | Lax Property | The Lax Property is reconfigured into an island with a substantial water separation from the mainland parking area. |
| 2 | Macassa Cove | The "Macassa Cove" area is significantly enlarged on the landfill side and the entire area around the eastern end of the island dredged to create a harbour capable of accommodating Tall Ships. |
| 3 | Look-out | A look-out area has been created a piled structure to narrow the gap between Pier 4 and the island to create visual interest and heighten the sense of arrival to Macassa Cove. |
| 4 | New Islands | The western "fingers" of the island have been made into smaller islands and additional islands added to create a lagoon and the potential for an interesting landscaped walk. |
| 5 | Lagoon | The lagoon has been shallowed to permit easy freezing but is still connected to the harbour for watercirculation. |

MAJOR LANDSCAPE
FEATURES

- | | | |
|---|----------------------|--|
| 6 | Boulevard of Gardens | A grand boulevard of gardens is proposed stretching from the bridge to the lagoon, through the Crystal Palace building. The boulevard would contain fountains, water features and sculpture and give access to the individual gardens and to the western extent of the property. |
|---|----------------------|--|

Key Element Plan	Description
7a.) International Gardens b.) c.) d.)	Each of the individual gardens would have a particular theme or character, such as the Japanese garden, the Italian garden or the Victorian garden. Volunteer gardeners from those communities would be responsible, under overall supervision and assistance, for their care and maintenance. Advantage would be taken from city-twinning programmes and from consulates/trade associations/friendship societies, etc. to seek contributions and elements for each of the gardens. The gardens would be designed as more than just flower show areas, but landscaped to create integral miniature environments.
4 The Enchanted Islands	The smaller islands created at the western end of the site would be linked by small bridges and landscaped to create a delightful circular walk around the lagoon, highlighting the feeling of being out at the furthest extent of the harbour. Each of the bridges would be different in character, one might be a swinging bridge, another a floating bridge, another perhaps even an underwater connection. The paths and landscaping on the islands would be designed to create vistas of Dundurn Castle and other features such as grottos, ruined temples, mazes and little visual jokes and trompes l'oeil. The whole environment would have a sense of magic and an intimate sense of the water.

Key Element
Plan

Description

5 The Lagoon

The lagoon would act in summer as a safer water area on which pedalos and other child's craft could be permitted. Water circulation with the harbour would be maintained to the greatest extent possible. It would also have a floating stage on which an evening dance or jazz band would play for the restaurant/dance pavilion.

In the winter the lagoon would become a large ice area that would be artificially assisted to maintain a good surface. The area would be sprayed to build up ice thickness and freezing lines might be installed. Water circulation to the lake would be prevented by temporary barriers. This surface would then become available as a large skating and bonspiel area and perhaps suitable for a tamer form of ice boat racing than that practised in the harbour proper. At least once a year a full winter carnival would be held on the ice.

8 The Lawn

The large lawn area would be generally available as a walking area, a picnic area, an area for flying kites and throwing frisbees. It would also function as the large festival space capable of holding all sizes of crowds on celebratory occasions. It would become the space for such events as Fest-Italia, Oktoberfest, Canada Day and similar kinds of large assemblies that involve outdoor music, food, dancing, shows and similar activities. The lawn would be inclined to the north-west with any temporary stages or bandshells located here to keep noise away from the North End.

WATERFRONT GARDENS

Key Element
Plan

Description

The Lawn would also act as a grassy viewing area for any water events such as water skiing and boat racing that would take place immediately to the north.

3 The Lookout

A lookout and gazebo is located at the entrance to Macassa Cove, at the end of the Wharf. This area would be on piles so as not to restrict water circulation in the Cove.

9a.) Groves of Trees
b.)
c.)

Groves of trees would be located at appropriate points over the site to emphasize the divisions of the island and to frame views of important points. The island needs a lot of large trees to increase its perceived area and visual interest.

10 Pathways

An extensive walkway system would be developed around and across the island.

11 Fishing Area

A fishing area is located on the northern face of the lookout area.

12 Waterfront Walk

A continuous public walk is created between Pier 4 and Lax attempting to create the minimum of disruption to existing uses. The walk would go on the existing lane behind the Macassa Bay Yacht Club and go through the area used by the MacDonald Marina, which should be reorganized to accommodate their security requirements. Direct public access to the water would be provided at a location between the yacht club and the marina on a new lookout pier.

Key Elements Plan

Description

- | | | |
|----|---------------------------|--|
| 13 | Pier 4 Park | Pier 4 Park is improved by developing a lookout opposite its island counterpart and by the planting of double rows of trees on its two flanks, leaving open the main view to the island and the harbour. A walkway around the edge of the property is developed. |
| 14 | Guise St./
Leander Dr. | Guise St./Leander Drive would be improved and lined with trees to create a more appropriate waterfront road. A substantial grassed verge should be created on the north side and fences either removed, moved back and/or more sympathetically designed. |

PUBLIC BUILDINGS

- | | | |
|----|------------------------|---|
| 15 | Crystal Palace | The Crystal Palace would be located on the island side of the bridge, easily accessible year-round. The building would principally serve as a show house for flowers, although it could also provide washroom and administration space and act as a base/support building for events on the island. |
| | | The building would be highly glazed, light, reflective, airy and capable of being seen from all important views across water, so that it becomes a glittering landmark for the harbour. |
| 16 | Support
Greenhouses | The support greenhouses required for the Crystal Palace are located adjacent to the building. |

Key Elements

Description

Plan

17 Restaurant/
Dance Pavilion A restaurant/dance pavilion building is located at the eastern edge of the lagoon at the end of the Boulevard of Gardens. This building would be a pleasant, low-key dining and dancing area in summer and a support to the ice activities in winter.

18 School-by-the-Water The functions of the Leander Rowing Club building would be expanded so that it acted as a day-time city-wide "school-by-the-water" resource. It would offer an educational program available for schools on all aspects of marine and lake environments, water safety and boating.

It would also continue to support the current rowing function, as well as additional public access to the water and boating. The boat ramp would be improved, boat rentals would be available, as well possibly as further sailing school activity.

WATERFRONT ACTIVITIES

19 The Wharf The reconfigured water's edge between the bridge and the lookout would become the Wharf, accommodating any Tall Ships and other interesting vessels that are permanently or temporarily in Hamilton. The good docking edge would also provide mooring for visiting boats that would be attracted to Hamilton. The enlarged water area of Macassa Cove would allow easier large boat handling and for some expansion of boat docking.

WILLIAMSON, WILLIAM

WILLIAMSON, WILLIAM

WILLIAMSON, WILLIAM

A full-length portrait of William Williamson, showing him from the waist up, standing and facing slightly to the right. He is wearing a dark suit, a white shirt, and a dark tie. The background is a plain, light-colored wall.

WILLIAMSON, WILLIAM

The photograph is a full-length portrait of William Williamson, showing him from the waist up, standing and facing slightly to the right. He is wearing a dark suit, a white shirt, and a dark tie. The background is a plain, light-colored wall.

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WILLIAMSON, WILLIAM

Key Elements
Plan

Description

11 Tour Boats

The tour boats would leave from the Lookout pier, outside of Macassa Cove to avoid congestion. Tour boats would give access directly to the Royal Botanical Gardens, arriving at a dock at the Valley Inn. From there visitors can walk easily to the Spring Garden and the Rock Garden and some form of shuttle vehicle could give access to the rest of the R.B.G.

Tour boats could also access the steel works directly for tours and Stelco is considering developing a receiving dock on its property.

A number of other destinations might be possible from here, including Confederation Park and the Burlington Beach area.

Dining/dancing and charter boats giving tours around the harbour would also leave from this area.

20 Aerial Gondola
to Dundurn

Dundurn Castle would be directly accessible from the site by an aerial gondola, leaving from the furthestmost island. This ride would be fun of itself and provide marvellous views of the harbour as well as accessing the Dundurn Museum and parking.

21 Rowing & Canoe
Course

The safe water of the cut between the island and the C.N. yards now acts as an excellent rowing course. Its use could be increased by creating a canoe rental area, perhaps incorporating a floating canoe obstacle course of portages, tight bends and narrow gaps.

WILSON'S JOURNAL

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WILSON'S JOURNAL

Key Elements
Plan

Description

ROAD SYSTEM
& PARKING

- | | | |
|----|-------------------|--|
| 23 | Major Parking Lot | A major parking lot has been created west of Bay St. to service the island. A total of 500 cars can be easily accommodated in a heavily landscaped lot. |
| 24 | Minor Parking Lot | A minor parking lot capable of accommodating 80 cars is located adjacent to the Leander Building. |
| 25 | Road Access | No major changes to the existing road system are required although the upgrading of Strachan Avenue to a boulevard street and its connection through to Victoria/Wellington is desirable to provide better access to the east. |

The access roads to Macassa Bay Yacht Club and MacDonald's Marina do not connect but end in turning circles. These roads should, however, be improved and tree-lined to improve the walk experience.

THE JOURNAL

WATERBURY, CT.

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Alternative 2: Hamilton Island

3. HAMILTON ISLAND

3.1 Summary of Concept

The "Macassa Island" scenario builds on the base of the Waterfront Garden concept, but includes a broader range of activities for the public which encompasses learning as well as doing.

The goal of the Hamilton Island scenario is therefore to strengthen the power of the image of the waterfront to the point that it becomes an accepted destination for tourists and visitors and a repeatable experience for the majority of Hamiltonians. This alternative, however, tries to achieve that goal in ways which are not primarily commercial in nature, but have an institutional quality while still making an enjoyable experience.

Finding elements which have that attractive power but that remain true to the character of Hamilton and are appropriate next to the water is not easy. The big recreational draws of water slides and wave pools are located in Confederation Park, and Toronto with its powerful regional attractions is too close for Hamilton to compete easily.

However, there did seem to be three such attractions that would fit well on the site. First is an IMAX or OMNIMAX theatre. Such a theatre could provide a large number of marvellous films now available as well as a show initially titled in this report "The Hamilton Show". Similar shows to this are found now in many cities, Chicago, Boston and New York for example and if well done they become an essential tourist and visitor activity.

The "Hamilton Show" would be fun and upbeat about the Hamilton region generally, and could incorporate extraordinary nature photography from Cootes Paradise and the R.B.G. It should have a sequence giving the sound and visual experience of being in a steel rolling mill and a blast furnace. It should have underwater photography of the Hamilton and the Scourge and continually document the stages of their conservation. The Imax process is perfect for these kinds of very strong and fascinating images.

In this way the themes of the "Hamilton Show" would tie directly into the ideas discussed in the first alternative of using the site as a launching point for many other activities in and around the harbour.

The second attraction that should be incorporated is the berthing of a working replica of the Hamilton and/or Scourge on Hamilton Island. Such a replica could probably not be located in Confederation Park since docking and sailing conditions are not appropriate. The opportunity to see that section of the "Hamilton Show" and walk outside and see, even sail, on one of the replicas would not only benefit the Hamilton Island, but the actual Hamilton and Scourge museum itself.

The third element required to increase the level of institutional intensity is the promotion of a substantial group of programmed artistic, cultural and recreational events that together have enough critical mass to become a destination. The model at the larger scale for such a set of programming is Toronto's Harbourfront, but the package for Hamilton should reflect the particular talents and interests of the city.

The increased level of activity implied by this option suggests a more substantial reconfiguration of the stretch between Hamilton Island and Pier 4. Since the attractiveness of Hamilton Harbour for visitors will have increased, an attempt to significantly increase the number of yacht moorings and their use by visitors should be made. A regularization of the water's edge here would permit a continuous boardwalk along between the two major public areas of the waterfront. Yacht club, marina, restaurant and other commercial uses might arrange themselves along this new waterfront. Running behind this tier of uses a park service road would connect Leander Drive to the island parking area and provide access to the uses along the waterfront.

"Hamilton Island" would have with these elements a more substantial draw than the first alternative and a very distinctive, active recreational character. (Note in the following detailed description that any element in the first alternative not amended or deleted would be a part of this alternative scenario.)

2 HAMILTON ISLAND

Key Element
Plan

Description

LAND RECONFIGURATION

- | | | |
|----|----------------------|---|
| 1 | Lax Property | The shape of the Lax Property is reconfigured to the form indicated in Alternative 1 with the exception of the islands and the lagoon area. |
| 5 | Lagoon | This alternative indicates a more developed lagoon which offers a greater opportunity for programmed activity. The lagoon is separated from the Harbour and water within it is improved in quality. Freezing could be undertaken with greater certainty and the opportunities for summer activity are not hampered by water quality problems. Fountains within the lagoon would be possible and more water play activities could be permitted, although the area is not indicated for swimming. |
| 13 | Waterfront Promenade | The stretch of waterfront between the Island and Pier 4 would be completely reconstructed, involving the rearrangement of the existing uses and the addition of new marine-related activities. The shoreline at the Macassa Bay Yacht Club would be cut back slightly from its present line and that in front of MacDonald's marina filled slightly to create a continuous simple edge. A public pedestrian boardwalk would be developed along this edge, with lockable finger piers extending into Macassa Cove. On the land |

1000

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The purpose of this report is to provide information on the progress of the work done during the past year. The work has been carried out in accordance with the programme of work approved by the Committee in 1954.

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Key Elements
Plan

Description

of the boardwalk would be located the yacht club and marina buildings. The restructuring of this ledge would create room for additional marine-related buildings and any new restaurant or retail buildings. These buildings and activities would be accessed by a rear park service road.

MAJOR LANDSCAPE
FEATURES

- | | | |
|---|------------------|--|
| 4 | Islands | The islands are reconfigured to permit the more finished lagoon, although many of the same landscape, lookout and bridge features mentioned in the first alternative would also be present. A continuous walk would be possible around the lagoon, with good views both of the harbour and of the activity in the lagoon itself. |
| 5 | The Lagoon | The lagoon would become a "public square" made of water offering a much greater diversity of landscape treatment and activity programming including winter skating rink, bonspiels, etc. |
| 3 | The Imax/Omnimax | A major feature of the Macassa Island scenario is the development of an Imax/Omnimax theatre for viewing the "Hamilton Show". Such a show would include a celebration of Hamilton's qualities and character and would specifically focus on three major themes; the extraordinary natural environment of Cootes Paradise and |

WABITON 1958

WABITON 1958

WABITON 1958

WABITON 1958

WABITON 1958

WABITON 1958

WABITON 1958

WABITON 1958

Key Elements Plan

Description

the R.B.G., the excitement of experiencing a steel plant and steel making, and the history and conservation of the Hamilton/Scourge. The theatre can also show many of the other available films for this kind of theatre. The location, at the entrance to Macassa Cove, is important since it is highly visible and demands a dramatic architectural treatment.

13 Waterfront Promenade

The waterfront promenade proposed in this option greatly increases not only the reality but the sense of public accessibility to the water. Rather than tucking behind marine activities or walking through them, a regular, understandable and familiar tiering of activities and uses is proposed. This critical link in the entire waterfront pedestrian system is thus made into an attraction of itself. The reconfiguration of the marine uses along the promenade also allows for an increase in the number of docking spaces provided, as well as permitting more direct public more direct public access to the water.

27 Bandshell/Stage

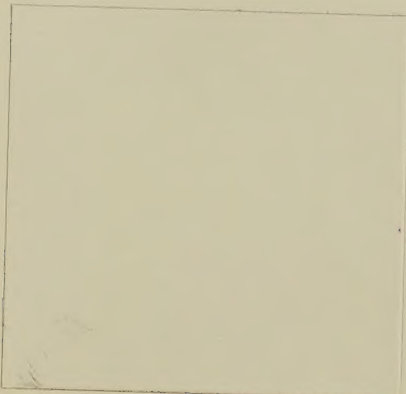
This alternative proposes a bandshell/stage capable of seating between 500-1000 people for use in association with festivals and events on the remainder of the property. The seating would be provided principally by landforming with a minimum of hard surface seating and permanent facilities. Such a facility could also be available for outdoor summer theatre, an increasingly popular activity in other cities.

Key Elements Plan

Description

- | | | |
|----|-------------------|--|
| 28 | Waterfront Square | The waterfront square on the main land side of the bridge has great potential as an area for antique markets, flea markets, farmer's markets and similar events that need ready access to parking. |
|----|-------------------|--|

PUBLIC BUILDINGS

- | | | |
|----|------------------|---|
| 15 | Crystal Pavilion |  <p>The concept of the Crystal Palace as primarily a flower show facility is greatly expanded in this alternative and the name is consequently changed. The Crystal Pavilion is home not only to the flower and botanic exhibits, but to an intensive program of cultural, artistic and recreational events. A different location, at the end of the Boulevard and Gardens is proposed, and it supplants and incorporates the earlier restaurant/dance pavilion. The building must have the same glittering and dramatic qualities as described for the Crystal Palace. Indeed, the location adjacent to the lagoon and further into the harbour make the building even more prominent.</p> |
|----|------------------|---|

The increased level of activity in the building make its location at some distance from parking less problematic.

- | | | |
|----|---------------------|---|
| 18 | School-by-the-Water | The school-by-the-Water occupying the Leander Building has been expanded towards the water, to increase programming space and to provide an opportunity for some restaurant space beside the water. A new public pier and improved public boat launch has also been created at this location. |
|----|---------------------|---|

Key Elements
Plan

Description

A second public boat launch has also been indicated to the south of the bridge to the Island adjacent to parking.

WATERFRONT
ACTIVITIES

26 The Hamilton/
Scourge Replica

Working replica(s) of the Hamilton/Scourge would be located at the Wharf. They would be constructed, perhaps even on site, by a combination of skilled shipwrights, volunteer labour and a youth skills training programme. Such a combination successfully produced another such replica, the "Bee" in Penetanguishene.

The replica might be sailed by sea cadets or under the kind of sail training program operated for the "Brigantine" in Toronto. It would be available for public viewing and for charter.

Such a boat would bring a number of benefits to Hamilton Island. It would add great visual interest to Macassa Cove, especially if in association with other Tall Ships. It has enough historic interest and integrity to be a destination of itself. It would add to the experience of the Imax film sections on the Hamilton/Scourge. Finally, it would add to the interest in going to the actual museums, since water and lake conditions are not appropriate off Confederation Park for the sailing of a replica.

Key Elements
Plan

Description

EVENT
PROGRAMMING

15 Crystal Pavilion The Crystal Pavilion would be the home of a wide range of events and activities. Its exact programming mix would evolve over time but the following kinds of elements could be anticipated in addition to those previously mentioned:

Professional
Performance

- Dance
- Music - Children's Theatre
- Crafts - actively being created and in display
- Art Gallery
- Authors' Readings

Participatory
Events

- Ballroom/Folk indoors/under stars
- Educational activity for school children
- Summer Camps
- Senior Citizens' Club

Special Events

- Bonspiel/Wintefest
- Children's Festival
- Canada Day
- Labour Day Weekend
- Harvest Festival
- Craft Fair
- New Year's & Christmas Holiday Event

COMMERCIAL
DEVELOPMENT

Commercial development in this alternative would take place in the same places and with the same mix of restaurant and limited retail uses suggested for Alternative 1. The increase in activity generated by the new facilities would allow for a substantial increase in the amount of such space however.

1917

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1917

Key Elements Plan

Description

- | | | |
|----|----------------------|---|
| 13 | Waterfront Promenade | The development of the continuous waterfront promenade between the Island and Pier 4 would provide the opportunity for some commercial activity although this is likely to be secondary to the more highly trafficked areas closer to the Island. |
|----|----------------------|---|

RESIDENTIAL DEVELOPMENT

No residential development is anticipated in this scenario.

ROAD SYSTEM & PARKING

- | | | |
|----|-------------------|--|
| 23 | Major Parking Lot | The increased level of activity on the Island has increased the required size of this parking lot to 700 spaces. |
| 24 | Minor Parking | New lots created between Pier 4 and the island could accommodate a total of 200 spaces. Some of these spaces would, however, represent replacement of existing spaces serving the marine uses. |
| 25 | Road Access | The Strachan Avenue connection via Victoria/Wellington to Burlington is required to provide clear and simple accessibility from this important direction. |

The park service road connection is made between Leander Drive and the Island parking lot to provide simple and understandable vehicular circulation and to link the Leander parking lots directly as a resource for the Island. Such a connection provides easy access to the rear of uses fronting on the Waterfront Promenade and eliminates U-turning movements. It also clearly establishes the public character of this part of the site.

Alternative 3: Harbourplace Hamilton

Hamilton
Harbourplace

Alternative 3:

4. HARBOURPLACE HAMILTON

4.1 Summary of Concept

The "Harbourplace Hamilton" scenario attempts to achieve the same level of activity and intensity achieved by the "Macassa Island" concept, but with a greater reliance on more commercial activities that can bring a higher level of private investment to the site.

Such a concept might also be appropriate if certain of the elements proposed for Macassa Island prove either too expensive, such as the Imax/Omnimax theatre, or inappropriately located such as the Hamilton/Scourge replica, or too problematic to operate such as the Crystal Pavilion.

In the event that one or more of the major animating elements and destination attractions of the earlier scheme cannot be secured, then serious consideration must be given to commercial demand generators if the level of city and regional use desired is to be maintained.

Several of those quasi-commercial attractions are already located in Confederation Park. Two elements not yet found in the Hamilton region are a large children's adventure playground and an amphitheatre capable of accommodating large audiences and with a sound and seating quality suitable for top-line entertainers, the Hamilton Symphony and visiting orchestras and shows.

These attractions can physically be accommodated on the Island with the full Macassa Island program continuing. Such a complete range of events and activities would generate very substantial attendance figures capable in turn of supporting quite a substantial increase in commercial activity over that previously programmed.

This programme's attractive power would require an increase in the parking provision to the maximum physically possible on the site, an amount which might even then be inadequate. A radical

4.1 Summary of Findings

The Wisconsin State Department of Health, in its report on the health of the State for the year 1910, has presented a summary of the findings of its various divisions. The report is a valuable contribution to the knowledge of the health of the State, and it is hoped that it will be of interest to the public.

The report is divided into two main parts. The first part is a general summary of the health of the State, and the second part is a detailed account of the findings of the various divisions. The first part is divided into three sections: (1) General Summary, (2) Mortality, and (3) Morbidity. The second part is divided into four sections: (1) Vital Statistics, (2) Diseases, (3) Health of the People, and (4) Health of the State.

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step is therefore recommended to alleviate the parking problem and dramatically improve the accessibility and connection to the downtown. A trolley car service should be put on James Street, recreating the original Hamilton Street Railway, and looping down along the waterfront promenade, to the island and back up to James St.

The scenario description assumes the maintenance of the full Macassa Island programme and the addition of the children's adventure playground, the amphitheatre and the street trolley car.

In addition, this level of activity on the Island would begin to promote the attractiveness of development along areas of the waterfront further to the north. This scenario therefore explores the potential for various kinds of hotel, residential and mixed-use development on lands now owned by the Harbour Commissioners and in marine-related use. While it is recognized that it is the stated intention of the Commissioners to continue such use, it is interesting nonetheless to explore the long-term implications of development on some of those sites when the current use is no longer deemed necessary. On some sites, particularly Piers 5, 6, and 7, some increased level of development would seem in fact to be completely compatible with continuing marine-related uses now in existence.

Key Elements
Plan

Description

LAND

RECONFIGURATION

as per previous alternative

MAJOR LANDSCAPE
FEATURES

- 29 Children's Adventure Playground
- This alternative would include a major children's adventure playground with an opportunity extending into the water area to the south. This playground would thematically be designed like the Ontario Place playground, with the same types of athletic and water-related equipment. This playground would link directly into the restaurant and other activities and programmes in the site and act as a major draw in turn supporting them.
- 30 Amphitheatre
- This alternative shows a major amphitheatre with a combination of structured and grassed seating. The amphitheatre would have good sound and stage equipment appropriate for handling major entertainers, symphony orchestras and other such shows. Such an amphitheatre would also be programmed during the days in summer for children's and family shows.

PUBLIC BUILDINGS

as per previous alternative

WATERFRONT
ACTIVITIES

as per previous alternative

EVENT PROGRAMMING

as per previous alternative

Key Element
Plan

Description

COMMERCIAL
DEVELOPMENT

as per previous alternative

31 Boulevard of
Restaurants

The eastern part of the central boulevard has potential, because of the increased level of activity on the site, to be developed more intensively for commercial uses, principally restaurants with perhaps some gift shops. These restaurants could perhaps reflect the international themes discussed for the Gardens.

The increased level of activity also greatly increases the commercial opportunities elsewhere. The Wharf becomes much more active and the waterfront promenade begins to take on a very strong commercial potential as it links through to the more developed residential and commercial zones to the north.

32 Hotel

The areas to the south-west of the parking lot of the R.H.Y.C. makes an excellent future development location, particularly for a use that would be highly compatible with the continuing operation of the yacht club, such as a hotel.

33a.) Mixed-Use

The eventual development of Pier 8, if shipping uses are no longer considered appropriate, provides a magnificent opportunity for a major mixed-use development as well as for provision of a landmark open space. Such a project could be of quite significant scale given the size of the available land areas.

Key Element Plan	Description
33b.)	East of Pier 4 the land area affords an adequate dimension for small commercial ventures with the possibility of studios or lofts above.
36 Commercial Intensification	This scenario upgrades the development intensity for all the previous sites located in the second scenario. They include intensification of commercial facilities at the Neck of the Island. 36 on both sides of the Public Square, as well as general intensification of uses between the Island and Pier 4.

RESIDENTIAL DEVELOPMENT

34a.) Waterfront Housing	Large areas of the site north of Pier 4 could fairly simply be developed for housing with minimum disruption to the marina function. Such development would provide wonderful places to live, accommodate recreational parking and enable public access to the water. Other locations for housing exist at the entry to the Island (34d.).
b.)	
c.)	
d.)	

ROAD SYSTEM & PARKING

23 Major Parking Lot	The capacity of this lot could be expanded to 900 at the loss of some of the landscaping.
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Key Element Plan	Description
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35	Hamilton Street Railway	In order to greatly increase the actual and perceived accessibility of the waterfront from the downtown and to reduce the on-site parking requirement, the study recommends that the level of transit service to the site be greatly increased for this alternative.
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One idea to be fully explored is that of recreating the Hamilton Street Railway. Historic trolley cars and similar vehicles from Hamilton and other cities could be reconditioned to provide a new service to the waterfront that would be an experience of itself. The route might consist of going down Bay to the site, along the waterfront promenade to the foot of James St. and back up James St. to the downtown.

Initially a rubber-tired vehicle might be preferable and substantially cheaper to a steel rail vehicle.



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QUOTANG